

August 17.

## TWO FISH FARES AT THIS PORT.

### Shacker and Dory Handliner Have Good Fares.

The receipts of fish at this port this morning are confined to two fares of fresh and salt fish.

Sch. Lizzie M. Stanley of the shacking fleet has a fine fare of 120,000 pounds of fresh mixed fish and 40,000 pounds of salt fish and sch. Mary A. Gleason from deck handlining, has 50,000 lbs. salt cod.

As there are a number of others due their arrival may be expected at any time and doubtless during the day.

Sch. Mildred V. Nunan arrived just before noon from LaHave bank with 100,000 pounds of fresh fish.

The arrivals and receipts in detail are:

#### Today's Arrivals and Receipts.

Sch. Lizzie M. Stanley, Quero Bank, 120,000 lbs. fresh mixed fish, 40,000 lbs. salt fish.

Sch. Mary A. Gleason, Western Bank, 50,000 lbs. salt cod.

Sch. Preceptor via Portland.

Sch. Etta Mildred, via Boston.

Steamer Bessie M. Dugan, via Boston.

Sch. Appomattox, via Boston.

Sch. Edith Silveira, via Boston.

Sch. Mildred V. Nunan, LaHave Bank, 100,000 lbs. fresh fish.

#### Vessels Sailed.

Sch. Frances P. Mesquita haddock-ing.

Sch. Clara G. Silva, haddock-ing.

Sch. Aspinet, haddock-ing.

Sch. Volant, drifting.

Sch. Olympia, drifting.

Sch. George Campbell, drifting.

Sch. Arethusia, drifting.

Sch. Victor and Ethan, Boston.

Sch. Alice, Boston.

Sch. Rita A. Viator, shore.

Sch. M. Madeleine, shore.

Sch. Mystery, halibuting.

Sch. Ingomar, shacking.

Sch. Cecil H. Low, shacking.

Sch. Monarch, North Bay, seining.

#### Today's Fish Market.

Fresh halibut, 8 cts. per lb, for gray, heads off.

Handline Georges cod, large, \$4 per cwt.; medium, \$3.37½.

Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.

Trawl bank cod, large, \$3.35 per cwt.; medium, \$3.

Drift Georges cod, large, \$3.75 per cwt.; medium, \$3.37½.

Outside sales of Bench cod, \$3.75 for large and \$3.50 for medium.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$1.25 per cwt.

Salt hake, \$1.25 per cwt.

Salt pollock, \$1.25 per cwt.

Dory handline cod, large, \$3.75 per cwt.; medium, \$3.37 1-2.

Splitting prices for fresh fish:

Western cod, large, \$2.25 per cwt.; medium, \$1.75.

Eastern cod, large, \$1.90 per cwt.; medium, \$1.55; snappers, 60 cts.

Western Bank cod, large \$2.12 1-2 per cwt.; medium, \$1.65.

Cusk, large, \$1.60 per cwt.; medium, \$1.20; snappers, 50 cts.

Haddock, \$1 per cwt.; hake, \$1.05 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

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#### Newport Arrivals.

Sch. Katie, 17 swordfish.

Sch. Annie Hamilton, 5 swordfish.

Sch. A. P. Parkhurst, 3 swordfish.

Sch. Freedom, 1700 mackerel, 1 swordfish.

Sloop Alice, 1600 bullseye mackerel.

Sloop Catspaw, 1200 bullseye mackerel.

#### Fishing Fleet Movements.

Schs. Catherine D. Enos and Stranger, engaged in swordfishing, arrived at Liverpool, N. S., last Saturday and cleared for the fishing grounds.

The Lunenburg, N. S., schs. Eva June, Nicola and Wataga arrived at Canso last Saturday, from a second trip with 1200 quintals each of salt cod.

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#### FISHES NOT COLOR BLIND.

Dr. Bower of the Naples zoological station publishes elaborate statistics showing that fishes are not color blind. This was discovered by the food thrown to the fish. When white and colored was thrown into the basin, the colored food was always snapped up first. Some fish used for food were colored red and filled with offal. The fish only snapped them up once, then spit them out and afterwards would not touch them again.

August 17.

#### Good Trip.

Sch. Lizzie M. Stanley, Capt. George Nelson, which discontinued seining a few weeks ago, and fitted for a shacking trip, arrived here today with a fine fare of 160,000 pounds of salt and fresh fish, after being absent but three weeks. Capt. Larkin is a good fisherman and his new start has commenced well.

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## TRIPS SCARCE AT BOSTON.

### But Stocks on Hand Held Prices Down.

Although the receipts of fish are light at T wharf today, prices are low. Only a half dozen vessels have arrived since yesterday and among them is the steam trawler Spray, which has been out but three days, with another good fare, mostly haddock, which is the leading ground fish on call at the present time.

The remainder of the week will see but few arrivals for the greater portion of the fleet have been in first of the week.

There were so many fishing vessels at T wharf yesterday morning that to give a fair chance to all to get fish out quickly as soon as the schooners unloaded they were towed to berths off the end of the wharf or to other wharves nearby. Besides many of the vessels that came in Tuesday, and were still waiting for bait and ice, there were 28 new arrivals during the night and yesterday. In the vessels were 1,033,000 pounds of ground fish, including 444,000 pounds of haddock, 382,000 pounds of cod, 76,000 pounds of pollock, 108,000 pounds of hake and 18,000 pounds of cusk.

The fares and prices in detail this morning are:

#### Boston Arrivals.

Sch. Belhina P. Domingoes, 25,000 haddock, 15,000 cod.

Steamer Spray, 37,000 haddock, 3000 cod, 1000 hake.

Sch. Ethel B. Penney, 2000 haddock, 30,000 cod.

Sch. Mary T. Fallon, 20,000 haddock, 1000 cod.

Sch. Eva Belle, 31 swordfish.

Sch. Oliver F. Kilham, 18,000 cod.

Haddock, \$1.15 to \$1.75 per cwt.; large cod, \$2 to \$2.50; market cod, \$1.70 to \$1.90; hake, \$2; pollock, \$2; swordfish, 10 cts. per lb.

#### WHY THE WHALES?

### Many Wonder Why So Many Are Off the Coast These Days.

Why the whales? That is the question many people are asking these days. There are whales off the coast, hundreds of them it would seem judging from the reports that have been brought into this city. They have been thicker this summer than ever before and big schools of them have been seen in the waters from Cape Cod to Boon island. Fully 50 have been counted at various times by officers on the New York steamers coming into this port.

Those people who have an opinion to express in regard to the presence of the whales say there must be some kind of fish in the waters in large numbers that have attracted them. It may be herring, or squid, or smelts, or something else, but anyway, the opinion is advanced that these fish have brought the whales to this vicinity and the leviathans are enjoying the feast of their lives.

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## FOUR FISH FARES AT THIS PORT.

### Two Direct From Banks and Two Via Boston.

Four fares of fish are at this port today, one of fresh halibut and two via Boston, sch. Mary Decosta with 75,000 pounds of mixed fish and sch. Flavilla with 65,000 pounds mixed fish. Sch. Paragon with 20,000 pounds of halibut and 15,000 pounds of salt and fresh mixed fish. And sch. Metamora from Quero with 155,000 pounds of fresh mixed fish.

It was expected that some of the shackers would be in, but such is not the case. There are a number due who are likely to arrive at any time.

The arrivals and receipts in detail are

#### Today's Arrivals and Receipts.

Sch. Mary Decosta, via Boston, 75,000 lbs. fresh mixed fish.

Sch. Flavilla, via Boston, 65,000 lbs. fresh mixed fish.

Sch. Paragon, Quero Bank, 20,000 lbs. halibut, 15,000 lbs. fresh and salt mixed fish.

Sch. Metamora, Quero Bank, 155,000 lbs. fresh mixed fish.

#### Vessels Sailed.

Sch. Mabelle E. Leavitt, swordfish-ing.

Sch. W. H. Reed, swordfishing.

Sch. Mineola, swordfishing.

Sch. A. C. Newhall, swordfishing.

Sch. Rose Standish, swordfishing.

Sch. Constellation, shore, seining.

Sch. Catherine Burke, halibuting.

Sch. Charles A. Dyer, shore.

Sch. Emily Sears, shore.

Sch. Alice R. Lawson, droy handlin-ing.

Sch. Thalia, haddock-ing.

Sch. Lillian, shacking.

Sch. Elmer E. Gray, shacking.

Sch. Speculator, haddock-ing.

#### Today's Fish Market.

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#### Sch. Esther Gray Broke Rudder.

Sch. Esther Gray, which arrived at Boston yesterday with 62 swordfish, has made three trips, and including yesterday's stock has earned for her owners \$3200. She had a disagreeable experience on her last trip. She had gone to the southeast part of Brown's bank after swordfish, and had taken 30 fish when her rudder broke, and she was worked into Yarmouth, N. S., for repairs, which consumed two days. She spent another week fishing after repairs were made.

#### New Sardine Plant.

The North Lubec Manufacturing & Canning Company has opened the new sardine plant at Rockland, Me. The factory is called the finest in the world. The main building is 61 by 201 feet in size, and two stories high. The wing is 30 by 41 feet. The buildings are constructed of re-enforced concrete and brick. The total cost is about \$40,000. There are now about \$5 on the pay roll. The sardine season extends from April 1 to December 1.



# HAGUE TRIBUNAL DECISION EXPECTED IN SEPTEMBER.

## United States Counsel Believe Ruling Will Be in Their Favor.

### Counsel Ewarts' Argument on Granting Commercial Privileges.

A despatch from London says that Hon. Chandler P. Anderson, agent of the United States at The Hague in connection with the arbitration of the Newfoundland fisheries question, arrived in London yesterday and will rejoin Senator Elihu Root in Paris. Both will return to The Hague to answer any questions desired by the court, which will hold a preliminary conference tomorrow.

A special cable despatch from London received by the New York Sun yesterday says there seems to be good reason to expect that the tribunal will issue its decision about September 9.

While it is impossible to predict the result, the American commission is confident that the court will decide in favor of the United States on the chief question in dispute, namely, regarding the right of Newfoundland to enforce regulations against American fishermen, which has been the most important grievance during recent years.

It is considered probable that the court will decide that the United States has the right to object to what it holds are unreasonable regulations, with the decision as to their reasonableness left to some competent authority.

As the counsel in the case have presented such elaborate arguments, it has not been possible to judge of their effect upon the court concerning the more intricate questions.

#### Premier Morris Says Tribunal Desires to Get at All the Facts.

Sir Edward Morris, premier of Newfoundland, who attended the sessions of the tribunal in the interests of that colony, and who was expected to sail for home today, says he is greatly impressed by the earnestness of the members of the tribunal and their evident desire to get at all the facts.

The British counsel, he adds, are more than ever convinced of the soundness of Newfoundland's case.

#### CONSIDERED QUESTION SEVEN.

##### Counsel Ewarts Continued Argument for Great Britain.

Taking up question seven of the question submitted to The Hague tribunal, which relates to the granting of commercial privileges to fishing vessels upon the treaty coasts, Counsel John S. Ewarts in arguing for the British case, said that while the counter case of the United States as submitted claimed that this question like all others presented before the tribunal is raised only in relation to the provisions of article one of the treaty of 1818, which the tribunal is called upon to interpret, attempts were made to base the claims of the United States upon two other grounds, first, what are called the reciprocal arrangements of 1830, a proclamation issued by the president of the United States and an order in council issued and passed by the British government.

These, he said, are not in the form of a treaty, and there is nothing binding upon either side in respect of them. They were issued and passed in pursuance of an understanding that that would be done, but there is no treaty, and there is no treaty right.

It would seem therefore that if the United States were entitled to any such commercial privileges, it would be by virtue of some subsequent action, but the United States has indicated that these subsequent treaties or subsequent arrangements are not a subject of discussion, and I wish to make that clear to the Tribunal.

Probably therefore, I might remain silent as to the differences which have arisen between the countries from time to time, for, as I submit,

the answer to the question does not depend upon the view which might be taken of the merits of the controversy.

I am aware, however, that some of Senator Turner's remarks were calculated to create the impression that colonial action deserved condemnation, and I am not aware of the extent to which subsequent speakers may seek to influence the attitude of the tribunal by reflections of a similar character. For these reasons, and also because I am extremely anxious that no member of the tribunal should entertain any opinion adverse to Canada and Newfoundland I beg leave to occupy a short time with a few observations with regard to the subject of what are called "commercial privileges."

I am anxious too that the eminent men who are here from the United States should have an opportunity of hearing the colonial view, for unfortunately the opinion of this tribunal cannot, upon this occasion, at least, completely end the controversy. The question is not worded with sufficient comprehension in order to attain that very desirable end.

#### Differences Which Have Arisen of Two Kinds.

The differences which have arisen are of two kinds. The earlier of them relates to the refusal of the colonies to sell bait and other supplies, and to permit the transshipment of fish. The second difficulty which the tribunal has heard more of has relation to the refusal to sell herring for purposes of consumption, and the refusal to permit Newfoundlanders to assist the United States in taking them.

It is not necessary to say much, not necessary perhaps to say anything upon this second question. Sir James Winter has dealt with it at large. Every nation has a right to prohibit the export of its products, as it pleases, and moreover this difference is not included in the question submitted to the tribunal. Newfoundland does not refuse the fishing vessels what she accords to trading vessels, and the question is directed to the claim of fishing vessels to be placed upon the same footing as trading vessels.

So far as this question of the selling of herring for consumption is concerned, those two classes of vessels are on precisely the same footing. As to the refusal to sell bait and to permit transshipment of fish and so on, that also is not properly included in the question, for the United States want cannot be included under the head of "commercial privileges." It is not commercial privileges that the United States fishermen desire; it is "industrial advantages."

#### No Reason Why Fishing Vessels Should Not Have Commercial Privileges.

I see no reason why an American fishing vessel, merely because of its character, should not be permitted to enjoy the privileges of a trading vessel. If for example an American fishing vessel carries merchandise from a United States port to a Newfoundland port, and if it paid proper regard to the local regulations with regard to trading vessels it would be welcomed, but that is not what the United States or its fishermen demand.

The conversion of their fishing vessels into carriers of goods, or that such vessels should assume in any respect the character of trading vessels, is not their desire, and what they wish is in reality that which cannot be properly spoken of in connection with a trading vessel, for it is not at all associated with transportation. It is "industrial advantages" that they wish.

#### Industrial Advantages Derived by the United States.

Their anxiety is to add to their

treaty liberty of taking fish, the very substantial industrial advantage of carrying on their fishing operations from Newfoundland instead of from the United States. If when they lose their nets they can run ashore and purchase others; if instead of bringing ice from a warmer to a colder country they can secure cheaper supplies as they are needed; if instead of carrying special seines for catching bait and devoting valuable time to the catching, they can buy what they want and as they want it; and, if when their catch is completed they can at once put their fish on shore for transportation to the United States by larger vessels, and resume their work, it is perfectly evident that the privileges which they are thus exercising are not at all those usually accorded to trading vessels, and cannot properly be classed with them.

It is quite evident, too, that if American fishermen could secure all those advantages, they would have succeeded in very largely adding to the liberties accorded to them by the treaty. The treaty is clear and specific in its enumeration of the liberties which it concedes. An American fisherman has no claim to anything outside the list. The proposal now made by the United States is to add indefinitely to that list.

For example, the treaty gives liberty to fish, but none to dry and cure fish, on the west coast of Newfoundland and on the Magdalen Islands. And the contention seems to be that although an American fisherman is thus clearly prohibited from furthering his industry by drying and curing his fish upon those shores, yet that he ought to be allowed to take his fish into the harbors; to pack them in ice there; and to attend to their shipment by some larger vessel, or by Canadian railways.

#### British Fishermen would be Placed at Disadvantage.

At present British fishermen enjoy the advantage of their geographical position. For the future (if the United States view is upheld) they will have no such advantage. American fishing headquarters will be on British soil, instead of several hundred miles away on the east coast of the United States. American boats may, if they will, winter at the fishing grounds. The product will go to the United States, either by steamboats or in bond over the Canadian railways.

And thus instead of bona fide American fishermen travelling long distances in connection with each vessel load of fish, operating under all the difficulties and restrictions of far-off bases of supplies, we shall have Americans competing in this great industry on almost equal terms as to accommodation and supplies (both for fishing and sustenance) with the British themselves.

The geographical advantages of the British colonies have often been remarked upon by Americans. It is now proposed to appropriate them.

#### Differences Between Fishing and Trading Vessels Explained.

These are the industrial advantages which the United States desire to obtain from us. Fishing is an industry and is carried on by a class of vessels specially adapted for it. Transportation, on the other hand, is the exclusive occupation of trading vessels. They carry goods for hire from one place to another. Fishing vessels leave port not with a cargo, but to seek one on the ocean; and the transportation home of that cargo is a mere interruption, although a necessary interruption, of the labors of the men.

The difference between the two classes of operations comes out strongly in connection with the United States demand to be allowed to purchase bait. Bait is the raw material of the fishing industry, in much the same sense as iron ore is the raw material of the steel industry. Trading vessels do not want to purchase iron ore, in order to manufacture it into steel. Nor do they wish to purchase bait, in order to catch codfish. The purchase of bait is not a commercial privilege; it would be an industrial advantage.

#### Uses Sealing Grounds of the Pacific as an Illustration.

I would seek to illustrate what I have been saying by a reference to the United States position in the Pribilof Islands. The members of the Commission are aware that the Pribilof Islands are particularly valuable for the fact that this is the breeding ground of the seals and that Canadians as well as Japanese envy the possession by the United States of those islands and would like very well to get a footing upon them.

The Canadians are excluded by a form of proceeding, but if the Japanese proposed to establish a headquarters for sealing upon the Pribilof Islands, the United States would most certainly object. If the Japanese said: All we want are commercial privileges, we want to go and stay there and carry on our operations, getting our supplies there, and why should we not do that?—we allow you to go into our ports with your vessels and get supplies and why do you not allow us to go to the Pribilof Islands?—I think the reply of the United States would be this: The difference between trading and fishing vessels is very clearly and easily understood. The United States' ports are free to the commerce of the world, but no one has ever yet suggested that this modern idea of unrestricted intercourse, involves the cession of industrial and geographical advantages. They would say to the Japanese: Your ships may come and go. That is the modern habit. But what you want now is to come and stay; to make these islands your headquarters; to appropriate the territorial advantage which we have in our propinquity, to the seals. How do you found such a demand as that upon freedom of commerce? Your proposed operations are not commercial. It is seals you seek, not trade. Canada and Newfoundland approve the reply. Trading vessels of the United States will be welcomed in their ports, but Canada and Newfoundland respectfully submit that industrial advantages are not at all the same as commercial privileges; that what the United States had demanded has been advantages of the former and not privileges of the latter sort, and that comity and sentiment of friendship impose upon Canada and Newfoundland no obligation to aid a foreign industry at the expense of their own.



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#### Fishing Fleet Movements.

Sch. Virginia sailed from Le Have, N. S., on Friday last for the fishing grounds.

The Lunenburg sch. Henry Montague arrived at that port Saturday on her second salt codfishing trip with 2200 quintals.

Sch. Pinta and Georgia passed Mulgrave bound north on Monday last. Both vessels are mackerel seining.

Sch. Winifred arrived at Canso on Monday and cleared for the fishing grounds.

Schs. Diana, Premier, Pinta and Margie Smith of the seining fleet were at Souris, P. E. I., recently and sailed again for the fishing grounds.

#### Salt Steamer Sailed.

The steamer Whitfield having completed the discharge of her cargo of salt at the warehouses of the Gorton-Pew Fisheries Co., sailed this forenoon for St. John, N. B., for a cargo.

#### Cod Fish Sales.

The fare of fresh fish of sch. Mary De Costa was sold to the Gorton-Pew Fisheries Company.

The fare of sch. Flavilla was sold to the Cunningham & Thompson Company.

#### Halibut Sale.

The fare of fresh halibut of sch. Paragon sold to the New England Company at 7 cents per pound for white and 5 cents per pound for gray, to take out tomorrow.

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#### Fish Hatcheries at Cape Breton.

John Neville, of the firm which controls the lobster fishing on the South Shore of Cape Breton, reports that he had definite assurance from the Minister of Marine and Fisheries that the Government will next year establish a series of fish hatcheries in Cape Breton, in pursuance of the move in Parliament last session.

Mr. Neville estimates that next year's lobster fishing will be the greatest in the history of Cape Breton. A great number of seed lobsters were caught and liberated by the fishermen this year. The catch on the South Shore has been, Mr. Neville says, 100 per cent better this year than last, and has been, with some fishermen the best they have ever known.

His firm's shipments to Halifax this season by steamer have amounted to \$30,000 worth. The last two weeks of season more gear was lost than in all the rest of the season.

#### Good Stocks.

Sch. Mildred Robinson, Capt. Luke Devine, which arrived a few days ago from a shacking trip, made a fine stock of \$4450, while the crew shared \$123.50 each.

Sch. Preceptor, Capt. Jerome McDonald, made a fine stock of \$3100 on her recent fresh halibut trip, while the crew shared \$61 each. Capt. McDonald is one of the oldest halibut fishers that goes out to the banks, and he usually makes one trip as master each season and the good trip which he secured this time shows that he has not forgotten the art of halibut fishing.

#### Sick Fisherman Sent Home.

Joseph Lefayre, one of the crew of sch. Theodore Roosevelt who was landed on account of illness at St. Pierre, August 5, arrived home yesterday, having been sent by the United States Consul. Mr. Lefayre says when he was landed, the Roosevelt had about 85,000 pounds of cod on her second trip.

#### Fishing Fleet Movements.

Sch. Ralph L. Hall of the North Bay seining fleet arrived at Mulgrave on Tuesday, and sch. Electric Flash passed north on the same date.

Sch. Catherine arrived at Canso on Tuesday.

#### Halibut at Portland.

Sch. Selma of this port, Capt. Charles Colson, arrived at Portland this forenoon with a fare of 40,000 pounds of halibut.

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## FISHLAWS OF THE STATE. Prepared in Condensed Form by the State Commissioners.

The following extracts from the fish and game laws have just been issued by the commissioner of fisheries and game of the state:

#### Fish.

Black bass under eight inches, not to be taken, penalty \$10.

Pickered under 10 inches, not to be taken, penalty \$1.

Trout and salmon may be taken between April 1 and the following July 31, inclusive, penalty \$25.

Trout less than six inches in length, not to be taken, penalty \$25.

Wild trout, not to be bought, sold or offered for sale, penalty \$25.

Smelt may be taken from June 1 to the following March 14, inclusive, but only with hook and hand-line, penalty \$1.

Lobsters, alive not to be less than nine inches; boiled, not to be less than 8 3/4 inches in length, penalty \$5.

Lobsters not to be mutilated; or taken when bearing eggs, penalty \$5 to \$100.

Fish, which at any time frequent fresh water, may be taken only by artificially or naturally baited hook. Ten hooks may be set or used, provided the hooks are not arranged as a trawl; but ponds stocked and closed under section 19, chapter 91, Revised Laws, are open to fishing with the hook and line only, from May 20 to the following October 31 inclusive, Sundays excepted.

Explosives and poisons may not be used in fishing waters, or waste materials discharged into streams, penalty \$10.

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#### FISHERMEN TOO IMPATIENT.

C. A. Dyer Says They Are in Too Much of Hurry to Catch Mackerel.

There are plenty of mackerel off the Maine coast. Such is the confident belief of Charles A. Dyer of Portland, one of the best authorities on the industry in New England, a man who himself has been engaged in the business since 1868 and learned much from his father who was engaged in the industry before him.

"Last week," said Mr. Dyer in talking with a reporter, "two vessels went into Gloucester with big fares of mackerel which they had taken off Chatham. Nobody knew the fish were there and it was only by accident that they were discovered. I believe there are many other schools off the coast just as there were fish off Chatham last week only the fishermen are not spending time enough in looking for them."

"It was not many years ago that a vessel would be fitted out and go cruising for mackerel for three weeks without finding any. Then they would come across a school and make a big haul. Now a vessel will go out for a week and if no mackerel are seen in that time, give up the search and return to port. There must be mackerel in the water somewhere. I would not be a bit surprised if there were big schools of them in the Bay of Fundy at the present time, but none of the fleet is there, and if mackerel are present, it will be only by accident that their presence is known."

Fishermen today are going after the mackerel too early. If they would only wait until the first of July, start fishing at that time, then they would be able to continue until November. Nobody now ever thinks of getting mackerel as late as that for they have disappeared altogether. If the fishermen did not go south after the mackerel but waited until they came north and had a chance to spawn, then they would find plenty of fish. All this talk about dogfish, whales and other things causing a shortage in the supply is nonsense. It all rests with the southern fishing fleet."

Asked if any mackerel were being salted now Mr. Dyer said it would hardly be possible to salt mackerel when they were being sold fresh at from 35 to 50 cents apiece.

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## FIVE VESSELS AT BOSTON.

But Prices Show Usual Week-  
End Decline.

Only five vessels at Boston today, so receipts of fish are small and prices are low.

Two swordfishermen have arrived with a small catch and this commodity is quoted from 10 to 11 cents, which is much lower than naturally expected when the price has been high since the season commenced.

The remainder of the week will in all probability be dull, for most of the vessels have been in and are not due until next week.

There was not much fish received from outside, but at the exchange there were sold yesterday, two boxes of haddock, two boxes of cod, one box of pollock, two boxes of eastern halibut, three barrels of butterfish and six barrels of weakfish.

On the Yarmouth steamer yesterday were eight swordfish and six very large albacore.

The fares and prices in detail are:

#### Boston Arrivals.

Sch. Mary J. Ward, 1000 haddock, 5000 pollock.

Sch. Elizabeth W. Nunan, 5000 haddock, 15,000 cod, 60,000 hake, 10,000 cusk, 4 swordfish.

Sch. Emily Cooney, 10,000 haddock, 55,000 cod, 10,000 hake, 5000 cusk, 2000 pollock, 400 lbs. salt fish.

Sch. Edmund W. Black, 23 swordfish.

Sch. Reliance, 39 swordfish.

Haddock, \$1.50 per cwt.; large cod, \$2.70 to \$3; market cod, \$1.70 to \$2; large hake, \$2; small hake, \$1.50; cusk, \$1.50; halibut, 11c per lb.; swordfish, 11c per lb.

#### TRAWLER FOAM LAUNCHED.

Miss Mary Dumaine Christened New Boat at Fore River.

The steam trawler Foam, built for the New England Fish Company by the Fore River Shipbuilding Company of Quincy, was launched yesterday and was christened by Miss Mary Dumaine, daughter of F. C. Dumaine, vice president of the Fore River company and treasurer of the fish company.

In the launching party were Mr. Dumaine and family, John R. Neal, president of the fish company; Harrison I. Cole, superintendent of the company and his family and Mr. and Mrs. Grant of Boston.

The Foam is 126 feet over all and 117 feet between perpendiculars. Her beam is 22 feet 6 inches, her depth 12 feet 6 inches and her capacity 100 tons of fish. She is equipped with a 450 horse-power triple expansion engine and a Scotch boiler for furnishing power. She is of American design throughout, and, although a little bit smaller than the Spray, the first trawler built for the fish company, will be a faster boat. She will be captained by Michael Green, now of the Spray, and will go into commission in September. Her sister ship, the Ripple, is now building at Quincy.

The Foam is the second steam-beam trawler to be constructed for the New England fish company, the Spray, the first boat, having been in commission about four years. The Spray was modeled after the trawlers so much seen in Grimby, Eng., but the Foam is entirely of American design and, although a slight bit smaller than the Spray, she will be a faster boat.

August 19.

#### MADE GOOD TRIP.

Sch. Natalie J. Nelson Found Shacking More Profitable Than Seining.

Sch. Natalie J. Nelson, Capt. Albert Larkin, arrived today after being absent less than four weeks from a shacking trip with a fine fare of 120,000 pounds of salt cod and 12,000 pounds of fresh cod, which will give him a good stock.

This is another case of a vessel going out of here towing two seine boats for more than three months hunting mackerel without getting a fish, when as a matter of fact she could have made two good shacking trips in that time which would have realized good returns. Instead he went to a heavy expense, and got nothing to recompense him either for labor or outfit.